

I recently purchased several Pennsylvania Railroad covers from the Club's Cover Sales Department. All three are postmarked in Corry, Pennsylvania. These raise a similar question even though they lack a manuscript location in their corner cards. Corry is located in northwestern Pennsylvania between Harrisburg and Erie. See the Pennsylvania Railroad schedule which is shown at Figure 3 and the system's map at Figure 4. The February 10, 1915, cover has perfin pattern P199 (RR146) for the Pennsylvania Railroad. See Figure 5. The June 21, 1917 cover is struck with a nice flag cancel with perfin pattern P200. See Figure 6. This particular cover contains a notice of delivery of a shipment of tallow and hides for the Berliner Company in Corry from F.R. Main in Brocton, New York.

The August 21, 1922, cover addressed to Berliner & Company probably contained a similar freight arrival notice. It has pattern P119 which is listed for Pennsylvania Company. See Figure 7. Railroad Perfins of the Railroads of the United States and Canada lists the perfin as RR139 and identifies this pattern as Pennsylvania Lines West. This was the designation the Pennsylvania Railroad used for its lines west of

Pittsburgh, PA for many years. Could a different divisional office have supplied the perfins for the Corry Freight Agency accounting for

Where Did They Originate? Reflections on Railroad Covers John G. Pearson (#3172)

NEW YORK CENTRAL SYSTEM The Water Level Route—You Can Sleep



Table 30.
DETROIT-SAGINAW-BAY CITY-MACKINAW CITY.

No. 395 #	Miles.	October 30, 1960.	No. 194 #
		(Eastern Standard time.)	
		LEAVE ARRIVE	
8 45 A.M.	0	+...Detroit...	3 30 P.M.
	4.3	...Woodward Ave...	
9 10 "	15.6	...Warren...	7 55 "
9 19 "	22.4	...Utica...	
9 30 "	29.5	+...Rochester...	2 37 "
9 42 "	38.9	...Lake Orion...	7 23 "
9 49 "	42.2	...Oxford...	2 18 "
	50.6	...Metamora...	
10 11 "	58.9	+...Lapeer...	1 56 "
10 21 "	67.6	...Columbiaville...	7 14 "
10 29 "	72.2	...Otter Lake...	
10 37 "	78.2	...Millington...	1 33 "
10 47 "	84.3	...Vassar...	1 25 "
	91.2	...Richville...	
11 25 "	105.8	+...Saginaw Gen. Ave. l...	12 55 "
11 59 A.M.	118.9	arr. + Bay City, lve.	12 30 "
12 20 P.M.	118.9	lve. Bay City, arr.	12 10 P.M.
	130.4	...Linwood...	
12 57 "	137.1	...Pinconning...	7 11 A.M.
1 08 "	145.9	...Standish...	11 20 "
	151.0	...Sterling...	
	160.3	...Alger...	
1 40 "	170.9	...West Branch...	10 51 "
	184.1	...St. Helen...	
	195.3	+...Roscommon...	10 19 "
2 28 "	202.6	arr. + Grayling, lve.	9 59 "
2 29 "	202.6	lve. Grayling, arr.	9 53 "

Figure 1 - New York Central Schedule

The September 1995 issue of The Perfins Bulletin contained a photocopy of a New York Central Railroad cover with a NYC perfin pattern N182 (RR118), and struck with a Vanderbilt Michigan CDS postmark. My January 1961 copy of The Official Guide lists Vanderbilt as a flag stop between Detroit and Mackinaw City, just north of Gaylord. (Please see Figure 1 - New York Central System Schedule, and Figure 2, Map of the New York Central System.) Should Vanderbilt be added to the listed locations for the NYC perfin?

the different patterns? Should we list Corry, PA for patterns P119, P199, and P200? This raises an interesting problem since railroads like the New York Central and the Pennsylvania had hundreds of offices along their respective lines as well as offices in major cities around the country, we can presume that stamps were perforated at general offices and then distributed to local agencies for their use.

Has anyone ever built a collection of perfined railroad corner cards postmarked for the communities where the railroad had an office? That might be quite a challenge for a collector. The

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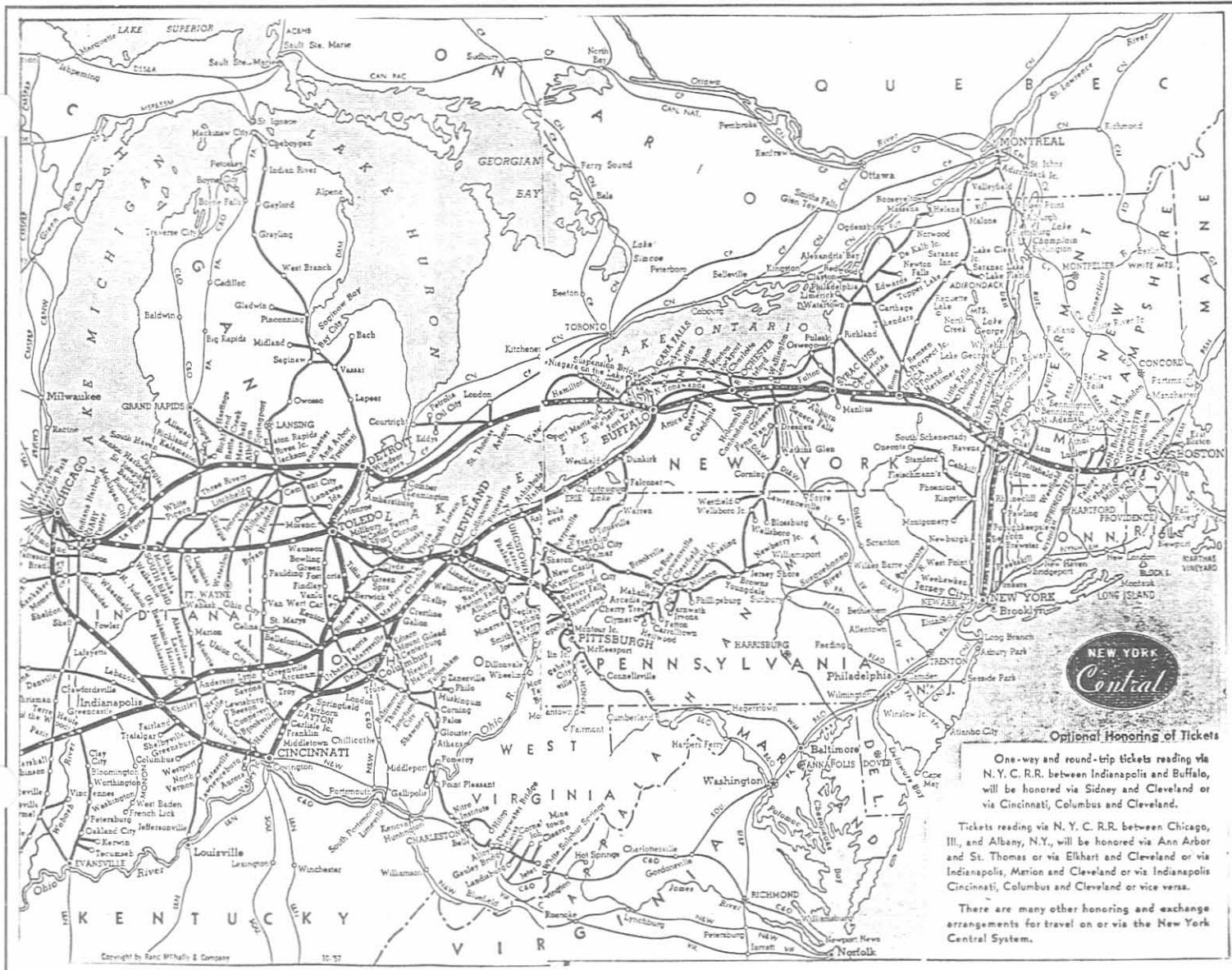


Figure 2 -New York Central System

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main offices would be well represented, but it might be difficult to find covers for all the agency offices on the system, if we add the complexity of systems like the New York Central's whose subsidiaries such as the Michigan Central and Boston and Albany had their own perfin patterns, and you have some real challenges! In any event listing all locations for all railroad perfins may be impossible in the general catalog.

It is interesting to note that the Pennsylvania and New York Central merged as the Penn Central in 1968 only to fall into bankruptcy. By 1976 the Penn Central became a part of Conrail along with other

northeastern roads (i.e., the Reading Company, the Erie-Lackawanna, the Lehigh Valley, the New Jersey Central, and the Lehigh and Hudson River).

Now wouldn't a collection of railroad perfins of Conrail's predecessors make a fine exhibit?

Ed's Notes:

John Randall and I discussed this problem at some length during the Wilmington, DE annual meeting several years ago. At that time, John was of a mind to not include locations for railroads with the possible exception of Main Offices.

Notes from the past

In April 1972 *The Perfins Bulletin* reported

The largest known collection of United States perfins — that of catalog chairman K.F. Lougee — contains 5030 of the 5950 known patterns. That's just one of the statistics uncovered by Ray Snow in his third census of U.S. perfins. Snow made the first survey of U.S. perfins in 1961, the second in 1966, and the third one late last year (1971).

The article went on to report that approximately 20 percent of the members participated and the average collection had 1882 patterns

PENNSYLVANIA RAILROAD

Serving the Nation

Eastern Standard time.

Table 46.

NEW YORK, PHILADELPHIA AND WASHINGTON TO ERIE.

37-575-581	39-575-581	Mis.	October 30, 1960.	580-574-48
			LEAVE	ARRIVE	
			New York		
			Pennsylvania Station		
			Hudson Term. (U. & M.R.R.)		
			Newark		
			Trenton		
			LEAVE	ARRIVE	
			Atlantic City		
			North Philadelphia		
			ARRIVE	LEAVE	
			North Philadelphia		
			Paoli		
			Lancaster		
			Harrisburg		
			ARRIVE	LEAVE	
			Washington		
			Baltimore		
			York		
			Harrisburg		
			ARRIVE	LEAVE	
			Harrisburg		
			Sunbury		
			Williamsport		
			Lock Haven		
			Renovo		
			Emporium		
			Emporium		
			St. Marys		
			Daguasahonda		
			Ridgway		
			Johnsonburg		
			Rolfes		
			Wilcox		
			Sergeant		
			Kane		
			Ludlow		
			Roystone		
			Shenfield		
			Tiona		
			Clarendon		
			Stoneham		
			Warren		
			Star Brick		
			Irvineton		
			Youngsville		
			Pittsfield		
			Garland		
			Spring Creek		
			Colza		
			Corry		
			Elgin		
			Union City		
			Waterford		
			Jackson		
			Belle Valley		
			Kanty		
			Erie		
			ARRIVE	LEAVE	

SLEEPING, PARLOR, DINING CARS AND COACHES

—Tables Nos. 45 and 46.

NEW YORK PHILADELPHIA-WASHINGTON TO WILLIAMS-PORT-ERIE-BUFFALO.

Coaches on all trains.

Nos. 25-571 and 25-573 - BUFFALO DAY EXPRESS.

Parlor Cars.....New York to Harrisburg. (Buffet.) (In No. 25.) (Limited Food Service.)

Washington to Baltimore. (In No. 120.)

Parlor Buffet Coach..Baltimore to Buffalo. (Limited Food Service.)

Coaches.....New York to Buffalo. (Reclining Seats.)

Washington to Baltimore. (Reclining Seats.)

Baltimore to Harrisburg. (Reclining Seats.)

Nos. 37-575 and 39-575 - NORTHERN EXPRESS.

Sleeping Cars..Washington to Buffalo—(10 Roomettes, 5 Double Bedrooms.)

New York to Buffalo—(10 Roomettes, 5 Double Bedrooms.) (From No. 39-37 at Harrisburg.)

New York to Erie—(10 Roomettes, 5 Double Bedrooms.) (From No. 39-37 at Harrisburg to No. 581 at Emporium.)

Dining Car.....New York to Harrisburg. (Lounge.)

Coaches.....Washington to Buffalo. (Reclining Seats.)

Washington to Erie. (Reclining Seats.)

New York to Harrisburg. (Reclining Seats.)

Nos. 570, 572 and 576-BALTIMORE DAY EXPRESS.

Parlor Buffet Coach..Buffalo to Baltimore. (Limited Food Service.)

Parlor Cars.....Baltimore to Washington. (Bar Lounge.)

Harrisburg to New York. (Buffet.) (Limited Food Service.)

Dining Car.....Baltimore to Washington.

Coaches.....Buffalo to Baltimore. (Reclining Seats.)

Buffalo to New York. (Reclining Seats.) (Sundays, except December 25 and January 1, only; also runs December 26 and January 2.)

Baltimore to Washington. (Reclining Seats.)

Harrisburg to New York. (Reclining Seats.)

No. 574 - SOUTHERN EXPRESS.

Lounge Car (Bar)..Harrisburg to New York - (6 Double Bedrooms.) (En route from Chicago in No. 48.)

Sleeping Cars..Buffalo to Washington—(10 Roomettes, 5 Double Bedrooms.)

Buffalo to New York - (10 Roomettes, 5 Double Bedrooms.) (To No. 48 at Harrisburg.)

Erie to New York—(10 Roomettes, 5 Double Bedrooms.) (From No. 580 at Emporium to No. 48 at Harrisburg.)

Dining Cars...Harrisburg to New York.

Harrisburg to Washington.

Coaches.....Buffalo to Washington. (Reclining Seats.)

Erie to Washington. (Reclining Seats.)

Harrisburg to New York. (Reclining Seats - Coach Attendant Service.) (In No. 48.) (All seats reserved - For Special Service Charge in Reserved Seat Coaches, see Note A.)

Lounge Coach (Bar)..Harrisburg to New York.

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Figure 3 - Pennsylvania Railroad Schedule

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The *Bulletin* for April 1972 contained 9 sheets printed both sides — for a total of 18 pages. The first 3 sheets were mimeographed and the last 6 sheets were offset printed worksheets of foreign patterns provided by the Foreign Catalog Committee.

Eighteen new members joined in April. They were assigned membership numbers

1017 through 1034. Of these newcomers, 5 have remained with the Club. At least one, has passed away. She was a close personal friend, LCDR Louise Pollock, USN Ret. She was better known as Polly.

The long timers are:

1018 Bertram B. Grollman

1020 Roy C. Ware, Jr

1022 Fred Jeffery

1028 Howard R. Foster

1033 Philip S. Jones

Roy Ware has converted to Life Membership and is LM37. Strange, but I lost a close personal friend, Polly, and gained one in this group. Roy and I are both members of the Bowie Stamp Club, the Richard Byrd Chapter of USCS , APS, PSS and the Perfins Club

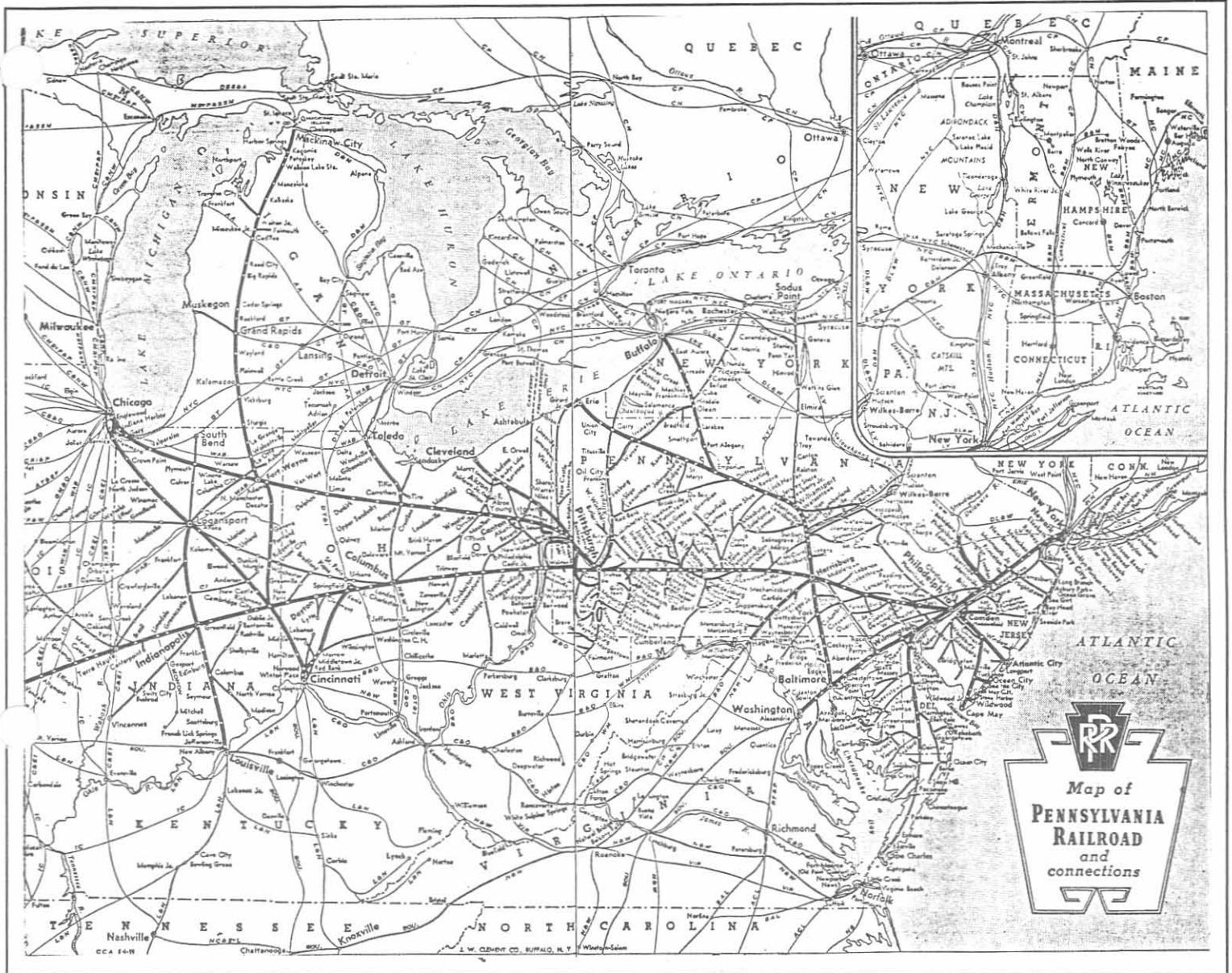


Figure 4 - Pensylvania Railroad System

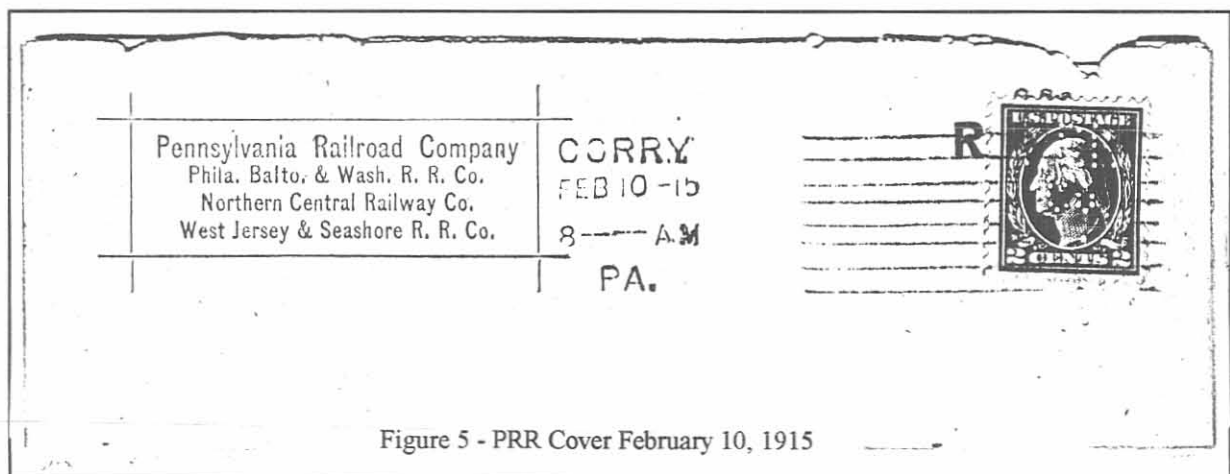


Figure 5 - PRR Cover February 10, 1915

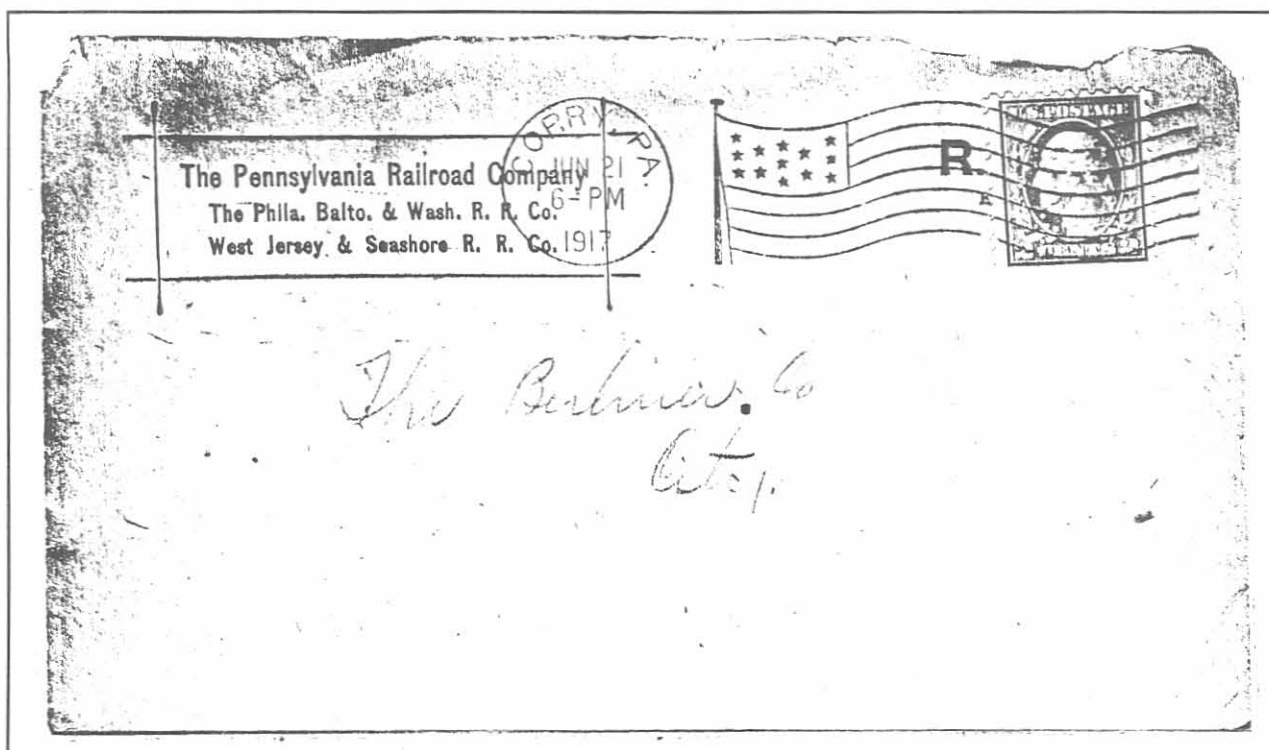


Figure 6 - June 21, 1917 Pennsylvania Railroad Company Cover from Corry, PA

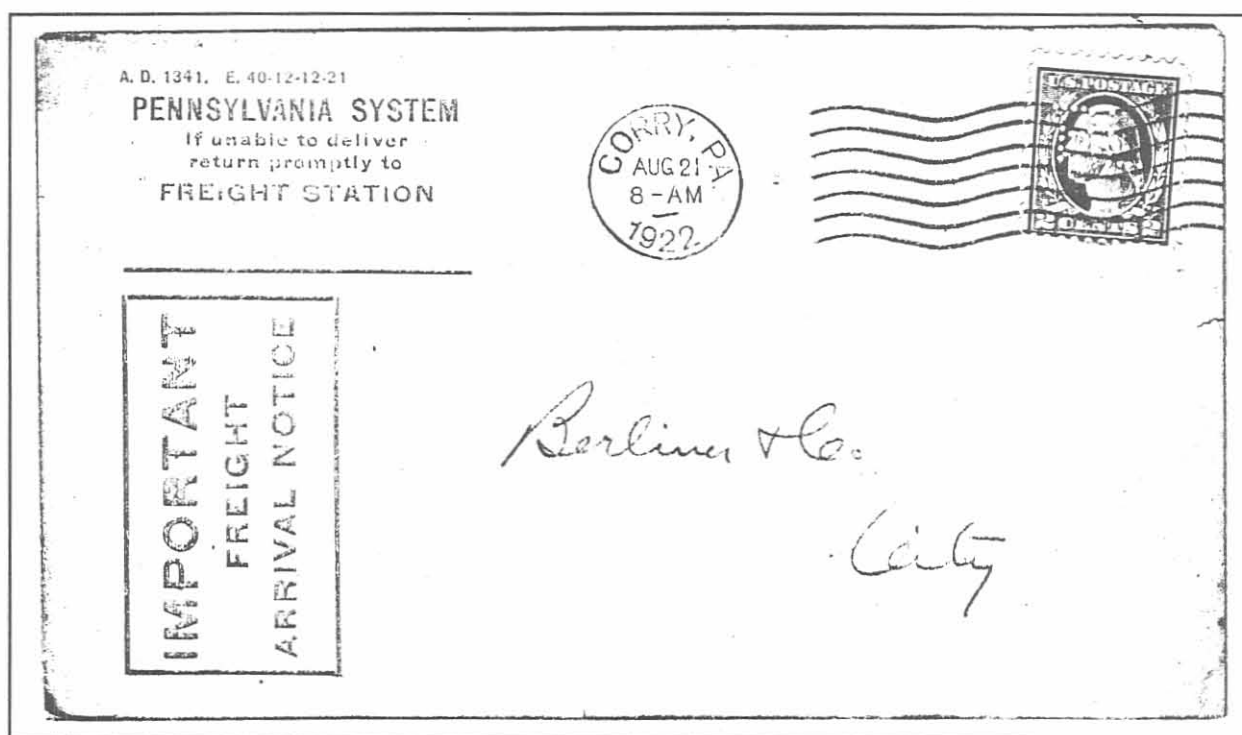


Figure 7 - August 21, 1922 Pennsylvania System Cover from Corry, PA